

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

Table 15 Age Distribution of Licensed Drivers: 1990, 2000, 2006					
Age	1990	2000	2006	Change 1990-2006	Change 2000-2006
15*	3,478	9,406	4,166	19.8%	-55.7%
(%)	0.5%	1.1%	0.4%		
16-24	123,114	156,485	155,173	26.0%	-0.8%
(%)	17.4%	17.5%	15.4%		
25-34	151,625	154,133	177,445	17.0%	15.1%
(%)	21.4%	17.3%	17.6%		
35-44	153,976	178,401	177,640	15.4%	-0.4%
(%)	21.8%	20.0%	17.6%		
45-54	100,258	167,821	194,866	94.4%	16.1%
(%)	14.2%	18.8%	19.3%		
55-64	76,255	106,190	151,904	99.2%	43.0%
(%)	10.8%	11.9%	15.1%		
65+	98,967	120,516	146,822	48.4%	21.8%
(%)	14.0%	13.5%	14.6%		
TOTALS	707,673	892,952	1,008,016	42.4%	12.9%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment took effect July 1, 2003, allowing 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

Table 16
Driver Age as a Factor in Collisions: 2006

Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,166	0.4%	536	1.3%	3.2	225	1.4%	3.3
16	11,423	1.1%	1,362	3.4%	3.0	565	3.4%	3.0
17	15,717	1.6%	1,648	4.1%	2.6	632	3.8%	2.4
18	16,758	1.7%	1,817	4.5%	2.7	760	4.6%	2.7
19	17,974	1.8%	1,435	3.5%	2.0	608	3.7%	2.1
20	18,488	1.8%	1,336	3.3%	1.8	546	3.3%	1.8
21	17,255	1.7%	1,354	3.3%	2.0	559	3.4%	2.0
22	18,586	1.8%	1,175	2.9%	1.6	483	2.9%	1.6
23	19,273	1.9%	1,119	2.8%	1.4	433	2.6%	1.4
24	19,699	2.0%	1,044	2.6%	1.3	402	2.4%	1.2
25-34	177,445	17.6%	8,018	19.8%	1.1	3,350	20.1%	1.1
35-44	177,640	17.6%	6,376	15.7%	0.9	2,575	15.5%	0.9
45-54	194,866	19.3%	5,657	14.0%	0.7	2,370	14.3%	0.7
55-64	151,904	15.1%	3,636	9.0%	0.6	1,483	8.9%	0.6
65-74	87,530	8.7%	1,728	4.3%	0.5	745	4.5%	0.5
75+	59,292	5.9%	1,285	3.2%	0.5	581	3.5%	0.6
Not Stated or Other			975	2.4%		311	1.9%	
TOTALS	1,008,016		40,501			16,628		

** Involvement is calculated by dividing the percent of drivers in collisions by the percent of licensed drivers.
Over-representation occurs when the value is greater than 1.0.*

Drivers, ages 19 and under, were involved in 2.6 times as many fatal or injury traffic collisions as expected. This age group comprised 6.6% of all licensed drivers and accounted for 16.8% of drivers in all collisions and also 16.8% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury traffic crash as expected.

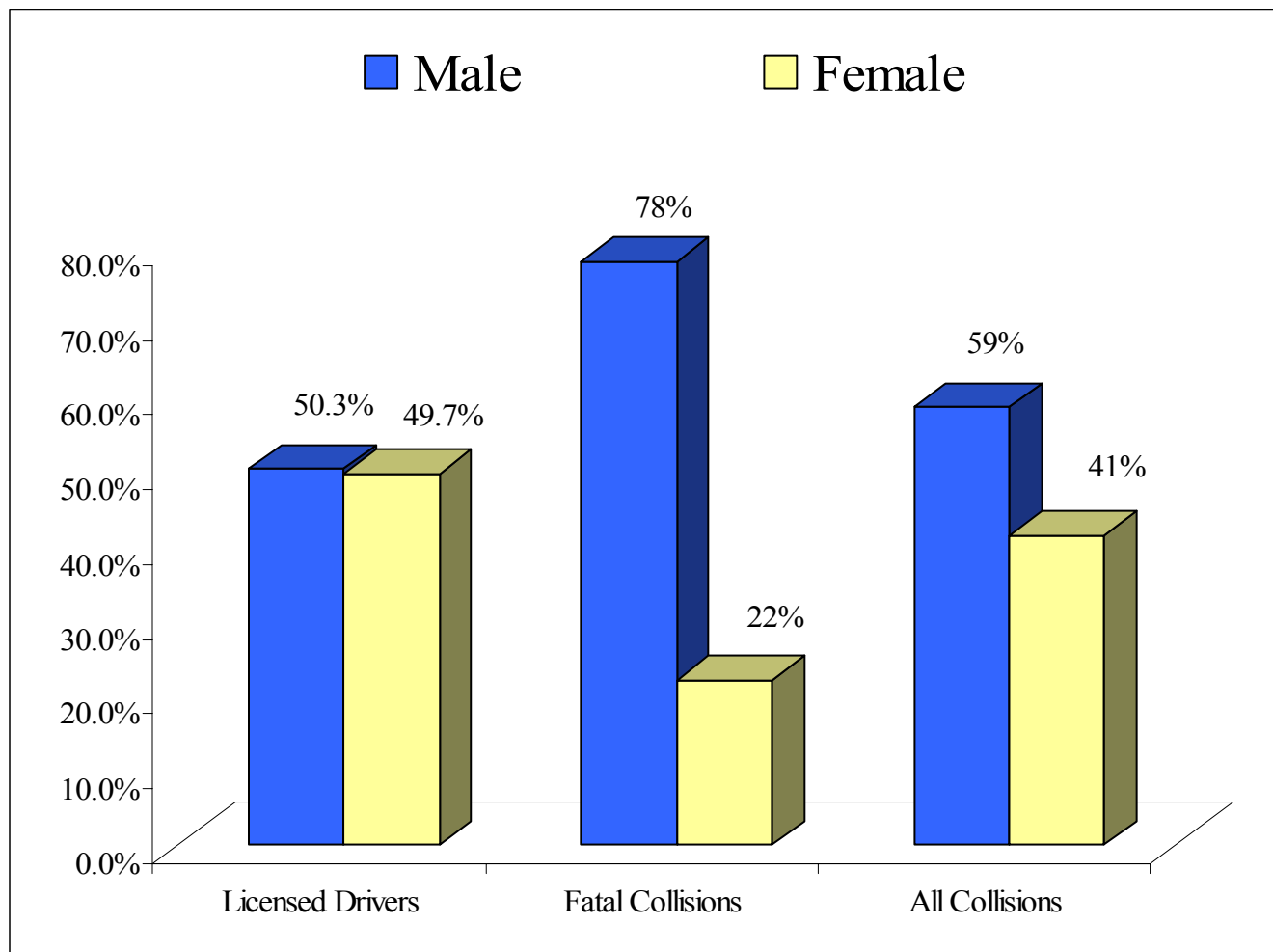
Drivers that were 20 years old in 2006 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 78% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2006



In 2006, males were 1.4 times more likely than females to be involved in any collision and were 3.5 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all collisions and Figure 11 shows driver involvement by age and gender for fatal and injury collisions. Figure 11 corresponds with the involvement numbers in Table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 3.1 times as many collisions as expected, while female 18 year-old drivers were involved in 2.4 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2006

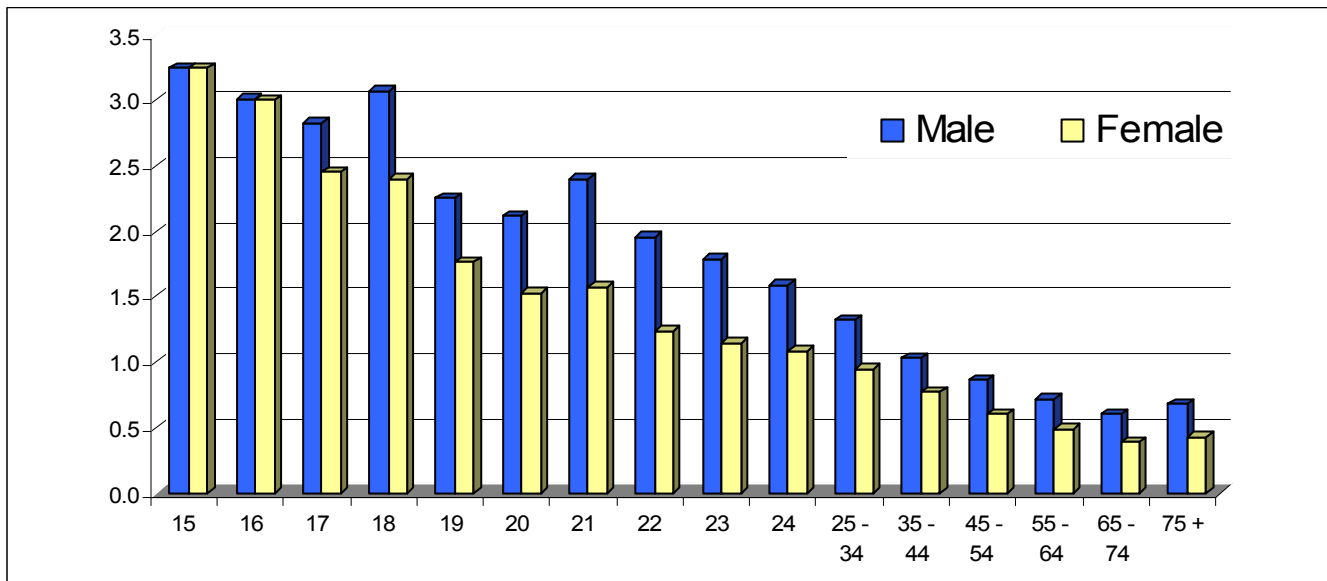
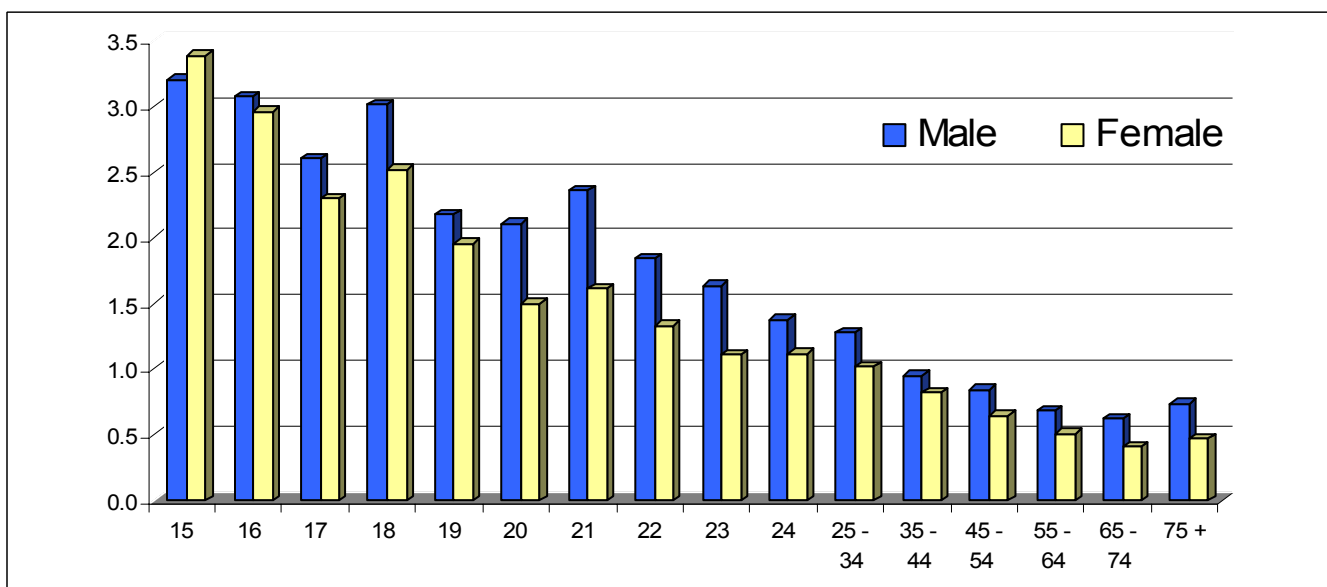


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2006



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2006 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 17 Top Ten Traffic Violations for Idaho Drivers: 2006		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	86,508	47.0%
2. Safety Restraint Violations	24,752	13.4%
3. Insurance Violations	17,870	9.7%
4. Driving Under the Influence	9,581	5.2%
5. Failure to Stop at Traffic Control Devices	8,036	4.4%
6. Driving Without Privileges - Suspended License	5,488	3.0%
7. Reckless or Inattentive Driving	5,093	2.8%
8. Following Too Close	4,909	2.7%
9. Failure to Yield Right of Way	3,328	1.8%
10. Child Safety Seat Violations	2,166	1.2%
All Other	14,436	7.8%
TOTAL	184,125	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 67% of all violations for 2006. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Selected Traffic Violation Rates for Idaho Licensed Drivers: 2006 (Per 100 Licensed Drivers)					
Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	10.5	2.7	0.1	1.5	1.8
16-19	20.8	3.5	0.9	1.9	1.9
20-24	15.5	2.1	2.1	1.1	0.9
25-34	10.4	1.4	1.5	0.5	0.5
35-44	7.8	1.1	1.0	0.4	0.4
45-54	5.4	0.7	0.7	0.3	0.3
55-64	3.7	0.5	0.3	0.1	0.2
65-74	2.2	0.4	0.1	0.1	0.1
75+	1.2	0.5	0.0	0.1	0.2
Mean	7.8	1.1	0.9	0.5	0.5

Younger drivers, especially those 19 years old and younger, had violation rates well above the mean in areas shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19
Driver's License Suspensions by Violation Type: 2006

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	26,279	32.2%
Failure to Pay Fine	20,453	25.1%
Driving Under the Influence	9,064	11.1%
Administrative License Suspension (ALS)*	7,941	9.7%
Driving Without Privileges	6,712	8.2%
Underage Consumption or Possession of Alcohol	2,633	3.2%
Refused Evidentiary BAC Test	1,871	2.3%
Family Responsibility Law	1,603	2.0%
Recurrence of Violation	1,078	1.3%
Reckless/Inattentive Driving	836	1.0%
Points	687	0.8%
All Others	2,397	2.9%
TOTALS	81,554	100.0%
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>		

The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 57% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

The ITD Economics and Research Section provides the information concerning driver's license suspensions.